

## § 23.203

## 14 CFR Ch. I (1–1–01 Edition)

(e) Compliance with the requirements of this section must be shown under the following conditions:

(1) *Wing flaps*. Retracted, fully extended, and each intermediate normal operating position.

(2) *Landing gear*. Retracted and extended.

(3) *Cowl flaps*. Appropriate to configuration.

(4) *Power*:

(i) Power off; and

(ii) 75 percent of maximum continuous power. However, if the power-to-weight ratio at 75 percent of maximum continuous power result in extreme nose-up attitudes, the test may be carried out with the power required for level flight in the landing configuration at maximum landing weight and a speed of 1.4  $V_{SO}$ , except that the power may not be less than 50 percent of maximum continuous power.

(5) *Trim*. The airplane trimmed at a speed as near 1.5  $V_{S1}$  as practicable.

(6) *Propeller*. Full increase r.p.m. position for the power off condition.

[Doc. No. 27807, 61 FR 5191, Feb. 9, 1996]

### § 23.203 Turning flight and accelerated turning stalls.

Turning flight and accelerated turning stalls must be demonstrated in tests as follows:

(a) Establish and maintain a coordinated turn in a 30 degree bank. Reduce speed by steadily and progressively tightening the turn with the elevator until the airplane is stalled, as defined in § 23.201(b). The rate of speed reduction must be constant, and—

(1) For a turning flight stall, may not exceed one knot per second; and

(2) For an accelerated turning stall, be 3 to 5 knots per second with steadily increasing normal acceleration.

(b) After the airplane has stalled, as defined in § 23.201(b), it must be possible to regain wings level flight by normal use of the flight controls, but without increasing power and without—

(1) Excessive loss of altitude;

(2) Undue pitchup;

(3) Uncontrollable tendency to spin;

(4) Exceeding a bank angle of 60 degrees in the original direction of the turn or 30 degrees in the opposite direction in the case of turning flight stalls;

(5) Exceeding a bank angle of 90 degrees in the original direction of the turn or 60 degrees in the opposite direction in the case of accelerated turning stalls; and

(6) Exceeding the maximum permissible speed or allowable limit load factor.

(c) Compliance with the requirements of this section must be shown under the following conditions:

(1) *Wing flaps*: Retracted, fully extended, and each intermediate normal operating position;

(2) *Landing gear*: Retracted and extended;

(3) *Cowl flaps*: Appropriate to configuration;

(4) *Power*:

(i) Power off; and

(ii) 75 percent of maximum continuous power. However, if the power-to-weight ratio at 75 percent of maximum continuous power results in extreme nose-up attitudes, the test may be carried out with the power required for level flight in the landing configuration at maximum landing weight and a speed of 1.4  $V_{SO}$ , except that the power may not be less than 50 percent of maximum continuous power.

(5) *Trim*: The airplane trimmed at a speed as near 1.5  $V_{S1}$  as practicable.

(6) *Propeller*. Full increase rpm position for the power off condition.

[Amdt. 23–14, 38 FR 31820, Nov. 19, 1973, as amended by Amdt. 23–45, 58 FR 42159, Aug. 6, 1993; Amdt. 23–50, 61 FR 5191, Feb. 9, 1996]

### § 23.207 Stall warning.

(a) There must be a clear and distinctive stall warning, with the flaps and landing gear in any normal position, in straight and turning flight.

(b) The stall warning may be furnished either through the inherent aerodynamic qualities of the airplane or by a device that will give clearly distinguishable indications under expected conditions of flight. However, a visual stall warning device that requires the attention of the crew within the cockpit is not acceptable by itself.

(c) During the stall tests required by § 23.201(b) and § 23.203(a)(1), the stall warning must begin at a speed exceeding the stalling speed by a margin of not less than 5 knots and must continue until the stall occurs.